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A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

BIRTHS.

On the 25th June, at Fenchow, the wife of G. STEWART, H.G.M.'s Consul, of a daughter.
On the 2nd July, at Tientsin, the wife of JOHN JACKSON, of the C. E. & M. Co., Chinwangtao, of a son.

MARRIAGES.

On the 10th June, at South Kensington, C. W. SAWHILL, to EMILY HELEN, daughter of late H. A. HOWE, of Japan.
On the 8th July, at St. John's Church, Hankow, THOMAS ALEXANDER STEWART CAMERON, son of J. B. CAMERON, to MARY, oldest daughter of the late SAMUEL E. WILKINS, of Tientsin.

DEATHS.

On the 11th June, at Weybridge, Capt. A. PARISH, R.N.R., late P. and O. Co.'s service, aged 60 years.
On the 14th June, at Hove, A. W. VAUGHAN, COUSIN, late of Straits Settlements, aged 64 years.
On the 10th July, at 38, Range Road, MARY MARTIN, wife of TIMOTHY RICHARD, aged 59 years.

The Daily Press.

HONGKONG OFFICE: 14, DE VOUX ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 18th July, 1903.

The London and China Express of the 19th June understands that at the international conference to study the best means for establishing stable relations in the value of money between countries with a gold, and those with a silver, standard, which met at the Foreign Office in London on the previous day, an arrangement was arrived at respecting the currency of China. It is rather curious that Reuters should not have thought this news suitable to be telegraphed out to the Far East, even though the terms arrived at were not made public. The conference in question was between representatives of Great Britain, China, and Mexico, and the members of the United States Commission then on a visit to London. The latter Commission was sent out from the United States in connection with the proposal to obtain some working plan on which silver may be utilised as a currency on a more stable basis than has prevailed of recent years. After the identical notes presented by China and Mexico to the United States administration, President ROOSEVELT referred to the question in his message to Congress, and the Commission was nominated to investigate the matter. The members of the Commission left London on the 18th June for Paris, to proceed to Berlin, St. Petersburg, and The Hague with the same object as they had in view in Britain, and it is expected that they will return to London in September. A telegram from Paris at the end of last

month announced the opening of proceedings there and stated that the United States Commission asked that China and Mexico should accept the new Philippines system, namely that the silver dollar should be fixed in value at fifty cents gold. This telegram seems to give us a clue to the terms stated to have arrived at in London, but not divulged. This would practically mean that the whole world would recognise a two-shilling silver dollar. Of course, in the case of China, this means going far beyond any scheme for securing an uniform currency, as promised in the MACKAY treaty of 1902. But a stable currency is the logical sequel of an uniform one, and all but a comparatively few would gladly see the sequence carried out. The opposition to even an uniform currency in China will doubtless be very strong. As the London and China Express says, we must look for "great native opposition by bankers, commodities and shroffs, and all that is comprised in the powerful Shanghai guild, who are interested in matters of exchange; and 'exchange, be it remembered, affecting not only countries but that arises between provinces and provinces and city and city in 'China.' Yet, as our contemporary says, this is the first step that must be taken before the question of Chinese foreign exchange can be grappled with. The Chinese Government, however, we may take to be convinced, as to the desirability of uniformity in its currency, and the establishment of an Imperial Mint to put into circulation the Imperial coins is no longer merely a dream. One of the factors in the world's currency difficulty will have been removed when China has this uniform coinage.

The question, however, which the United States Commission, in conjunction with the representatives of the countries which it is visiting, is proposing to tackle is much greater; though, as we have said, stability is the logical sequel of uniformity. We cannot here go into the difficulties involved in the establishment of a general two-shilling silver dollar in the East. The case is one which even the highest financial experts would not undertake to expose in summary fashion. No doubt on the return of the Commission to the United States we shall get the report which they make to their own Government and it cannot but be of the greatest interest to all who have anything to do with money—it must be admitted, include the majority of men. The United States Government did the world a great service when it appointed the Commission, for though other countries were prosecuting enquiries in branches of the subject they did not have the courage to consider the question as affecting the whole world. The appointment of the Commission may be considered to have hastened in no small degree the settlement which must some day come of one of the most troublesome problems in commercial and general life.

Lord and Lady Lansdale were passengers by the N. Y. K. s.s. *Yokota Maru*, which sailed yesterday for Australia.

The Rifle Association competition to-day will be for short range cup and spoons, commencing at 3 p.m.; ranges, 200, 500 and 600 yards.

To-day is the day fixed for the championship fight between Corbett and Jeffries in San Francisco.

The police reported yesterday that a Chinaman fell from a four-story window at Quarry Bay on the previous day, and died from the injuries he received.

Dan Leno, according to the mail papers just to hand, is suffering from a temporary mental collapse and is being treated in a private asylum in London.

There were three cases of plague reported as having occurred during the 24 hours ended at noon yesterday, which bring the year's total up to 1,347. All three cases were Chinese and fatal.

By permission of Major Radcliff and officers, the band of the 33rd Burma Infantry will play at the Hongkong Hotel to-night from 8 to 9.30. The following is the programme:—
March..... "The Soldiers of the Guard," Levey
Overture..... "Stradella,"..... Flotow
Selection..... "A Princess of Kensington," German
Song..... "The Song you sang to me," Molloy
Selection..... "Reminiscences of the" Chambers
Waltz..... "Plantation,"..... Ollerenshaw
Dance Comique "Punch and Judy,"..... Boggett
"God Save the King."

The following notes are from the *Freemason Echo* of the 11th inst.:—H.E. the Tartar General, who is also for the time being Acting Viceroy of the province, returned the official call of H.B.M. Consul, Mr. H. P. Brady, yesterday morning. The typhoon passing up the coast has given us another week of dull cloudy skies and a cool temperature, which in view of the certainty of plenty of sunshine and oppressive heat in the near future has been much appreciated. The less said about the accompanying damp the better.—The injury done to the growing paddy by the late floods is said to be less than was at one time thought to be the case by the farmers, though still considerable. The harvesting in the plain under Kushin is to commence next week, weather permitting.

Count Raymond de Massiglia, Consul-General for Italy in Calcutta, has received orders to proceed at once to Bangkok as Italian Minister to Siam.

The death is announced of Mr. Robert Steel, who died in Inverness on the 28th ult. Mr. Steel was a well-known Calcutta merchant, formerly President of the Chamber of Commerce and a Member of the Viceroy's Council.

The *China Times* says that two hundred armed bandits, with whom some of the opium are supposed to have been in league, raided the Summer Palace at Peking on the 4th inst. and made off with loot to the value of Tls. 100,000.

Chief Officer Holloway of the P. & O. s.s. *Coromandel* saved a Chinese coolie from drowning at Shanghai the other day. The *Shin ghai* papers describe the rescue as a very gallant act and all the more plucky as Mr. Holloway was unwell at the time.

Hongkong theatre-goers will hear with much regret the news brought by American mail papers that Miss Janet Waldor, who with her company delighted audiences in the City Hall theatre only eight months ago, died of pneumonia in New York on the 16th ult.

At the Shanghai Mixed Court last week a Chinese loafer was sentenced to 500 blows per month for six months—3,000 in all—and imprisonment for life. Considering that he had tortured a fellow countryman and gouged out both his eyes because he did not get the money he demanded, we cannot say his sentence was excessive.

The King has granted permission to Messrs. David Jackson and Thomas Summers, of the Hongkong and Shanghai Banking Corporation, to accept and wear the Insignia of the Fourth Class of the Imperial Japanese Order of the Rising Sun conferred upon them by the Emperor of Japan, in recognition of valuable services rendered.

H.M.S. *Vengeance* left Malta for this Station on the 16th ult. The *Centurion*, which is under extensive refit at Portsmouth, will take the place of the *Vengeance* in the Mediterranean when ready. H.M.S. *Leviathan* was commissioned at Portsmouth on the 16th ult. by Captain the Hon. W. G. Stopford, with a complement of 813 officers and men for the China Station.

The London Gazette announces the granting of the King's permission to Mr. Edward Wyon to accept and wear the Insignia of the Third Class, Third Division, of the Imperial Chinese Order of the Double Dragon, conferred on him in recognition of his services as Foreign Superintendent of the Canton Mint; and to Brigadier-General A. G. Churchill, late Military Attaché at Tokyo, to accept and wear the Insignia of the Third Class of the Imperial Japanese Order of the Rising Sun.

A number of military appointments of interest are announced by the mail papers. Major C. V. Hume, D.S.O., Royal Artillery, has been appointed Military Attaché at Tokyo, succeeding Colonel Churchill. Major the Hon. H. Napier, Indian Army, who served in China with the forces under Sir Alfred Gaselee, has been appointed British Military Attaché at St. Petersburg. Colonel G. F. Browne, D.S.O., half-pay, who was Military Attaché at Peking from September, 1896, to May, 1902, has been selected for the appointment of A.A.G., at headquarters.

According to the *Nichi Nichi*, the conference at Port Arthur was brought to an end on the 5th inst., but others say that it was extended for a day. General Kuropatkin, Admiral Alexieff, Lieut. General Skoliti, Lieut. General Imovitch, M. Lessar, M. Pavloff, Major-General Wogack, the Manager of the Russo-Chinese Bank, and an *Aide-de-Camp* of the Tsar, who was sent with a special message from Europe, were present at the conference. There will be some change in the Russian policy in the Far East, it is prophesied, as a result of the conference, and there will also be some change in the attitude of M. Lessar when he returns to Peking.

In the House of Commons on the 18th ult. Mr. Charles Hobhouse having asked whether any monetary reward is given for proficiency in Japanese, and why officers are not permitted to earn rewards for proficiency in Chinese and Japanese after having passed in both languages at the end of a single period of seconded service, Mr. B. Aldrich stated that a reward is given for proficiency in the Japanese language on the same lines as for Chinese. The conditions of the grants included a 12 months' residence in the country concerned, and it is not possible for an officer to spend the same 12 months simultaneously in China and Japan. We are irresistibly reminded of Sir Boyle Roche's celebrated saying that "a man cannot be in two places at once—like a bird."

The announcement that the cargo for the P. and O. mail steamers to and from Bombay, China, and Australia, will be loaded and discharged at the Tilbury Dock instead of at the Royal Albert Dock is not altogether welcome to the underwriters of cargo, who, states Lloyd's correspondent of the *Times*, frequently cover all risks, including particular average damage. As the Company's intermediate steamers to and from Calcutta and China will continue to be berthed at the Royal Albert Dock, large quantities of cargo will continue to be sent there, and will be taken down to Tilbury in lighters for loading in the mail steamers. The risk of loss or damage to cargo while in the lighters will no doubt be a real one and will be in addition to the risks already covered.

The Council of King's College (University of London) have appointed Mr. J. H. Longford, late of the Consular Service of Japan, as Professor of Japanese.

The services of H.M.S. *Phoenix* on this station—she first came out in 1897—have been rewarded by the Admiralty, who last month approved of a week's extra leave being granted to the crew of the sloop, then on her way home from China, with the exception of those who were not in the ship between June 22, 1900 and June 3, 1901. The *Phoenix* was recommissioned last May for a further term of service.

It is reported from St. Petersburg, says a *Globe* correspondent's letter in June, that Russia's naval squadron in the Far East is about to be increased still further. The Ministry of Marine has decided to send out thither during the autumn 11 torpedo-destroyers of various types. When these destroyers reach their destination, Russia will have no less than 35 torpedo vessels of the latest types in the Far East.

Mr. Duncan James Kay, of Drampark, Kirkcubright, formerly a merchant in China, who died in April last, leaving personal estate valued at £242,124, bequeathed the sum of £4,500 to the Trustees of the Convalescent Hospital at Glenasmole for its endowment. He also left the residue of his property in equal shares to his wife and his nephew, James E. Blair, but if the value of the residuary estate exceeds £10,000, his surplus is to be paid to the Royal Infirmary in Dumfries.

The new rule for the admittance of Chinese exhibitors at the St. Louis Exposition, issued by the U.S. Government, being found to be too harsh and calculated to increase the disabilities of Chinese entering the United States, says the *N.C. Daily News*, the Waiwupu has asked Minister Conger to remonstrate with the U.S. Government on the subject, while on the other hand, the Chinese Minister at Washington has also received instructions from the Waiwupu to do so in person.

The *Kronstadt* *Viesnik* states that it has been discovered that the use of electricity of high power in the Russian warships seriously affects the steel of which they are built, and, more particularly, in the case of the boilers shortens the term of their use. The Russian Admiralty has, therefore, ordered that in one of the seven torpedo-boat destroyers building for service in the Far East arrangements shall be made for the exclusive use on the voyage out of oil lighting. It will then be seen by comparing the other boats with her what has been the precise effect in them of the use of the electric lighting.

The Superintendent of the Alice Memorial and Netherdale Hospitals bears to acknowledge with thanks the following donations to the building fund of the Maternity Hospital:—

Tao Tse Cheung	...	\$10
Tsoi Chung Sui	...	10
Leung Yik Wan	...	5
Leung Fuk Shan	...	5
Fook on Tong	...	5
Tong Wan Fung	...	5
Li Sing Ng	...	5
Tong Yai Chi	...	5
Lau Sing Shi	...	5
Wong Kwok Pan	...	5
Li Kok Shung	...	5
Lo Sam Chi	...	5
Subscribers under \$5	...	36

The *L. & C. Express* says of the late Lo Fung-tai that he "appeared to have a greater predilection for literature than politics, and his chief hobby was the collecting of old Chinese calligraphy and books, of which he had an excellent selection, and the studying of comparative philology. With the writings of Darwin, Herbert Spencer, and John Stuart Mill he displayed considerable familiarity. He was at once an apt diplomatist, a scholar, and a man of the world of varied and extensive knowledge. His general style was a mixture of patronage and compliment, which was always present in the course of the interviews that made Li's tour so unique. Unfortunately for himself, he lost much of his reputation in the misguided industrial tour of England and Scotland in 1899-1900, which he was induced to make under circumstances that have become, for his Excellency, much too famous"—referring, of course, to the tour under the patronage of the "Article" Club.

CHINESE STUDENT OF LINCOLN'S INN.

Hung Kwok-jung, 18 years of age, son of Hung Pan Sam, merchant, 8, Chancery Lane, Hongkong, was on the 26th May admitted as a student of the Honourable Society of Lincoln's Inn. Hung Kwok-jung is one of the three boys whom Mr. A. J. May of Queen's College took home with him to England in February last.

THE CRIMINAL SESSIONS.

The Sessions begin this forenoon. There are nine cases, implicating eleven persons, down for trial, the names of accused and the charges against them being as follows:—

Ng Shok, receiving stolen goods.
Lo Han, Lo Tak and Lo Ngau, manslaughter.
Chun Kang, manslaughter.
John Robinson, uttering a forged receipt.
Robert Gardener McEwen, accepting a bribe.
Li Tung, robbery and wounding.
Wai Kwai, receiving stolen goods.
Veejeer, larceny and receiving stolen goods.
The case against Inspector McEwen comes on for trial on Tuesday next before a special jury.

TELEGRAMS.

REUTER'S SERVICE.

DONATION FROM THE TSAR.

LONDON, 15th July.

The Tsar has given £500 towards the South Africa Memorial to the Scots Greys, of which the Tsar is Honorary Colonel.

THE MOAT FARM MURDER.

LONDON, 15th July.

Dougal, the Moat Farm murderer, has been executed. He confessed his guilt on the scaffold.

THE POPE'S ILLNESS.

LONDON, 15th July.

The Pope is slowly sinking.

GENERAL BOTHA ON THE TRANSVAAL.

LONDON, 15th July.

A long letter from General Botha to a friend, but apparently intended for publication, has been published in the *Times*. It denounces, unreservedly, practically the whole British administration of the Transvaal; characterises Mr. Chamberlain's visit as a dismal failure, Lord Milner's despatches about the success of repatriation work as a fairy tale for home consumption; and says that, the whole policy being inspired by fear and distrust, the Transvaal is most unhappy and dissatisfied.

THE VOLUNTEER PROMENADE CONCERT.

It is to be hoped that the Volunteers will not rest content with the enjoyable entertainment given on Thursday night, and that this was but the first of a series of promenade concerts which, if kept up to the standard of the first, will not fail to draw full "houses." The Corps is lucky in the possession of a parade ground that might have been specially designed to enable the summer-weary residents of Hongkong to pass a pleasant evening; large enough to accommodate any local audience, yet not too large for acoustic properties, it makes an ideal spot for the annual open-air concerts for which Hongkong is indebted to the H.K.V.C.

Punctually at 9 o'clock H.E. Sir Henry Black, Honorary Colonel of the Corps, and Lady Blake arrived on the ground and were escorted to their seats by Major Chapman, Second in Command and Acting Commandant. The amateur orchestra under the baton of Mr. George Grimble opened the programme with the overture from Suppe's *Diecker und Bauer*. The trio of tenors and bass, "The Mariners," was exceedingly well sung by Messrs. Mirow, C. H. Lammert (who at the last moment kindly took the place of Mr. Ball, who was indisposed), and Wacker. Mr. Mirow later sang Schumann's "Two Grenadiers" with his usual taste and feeling. Mr. Grace was in magnificent voice in "Heroes and Gentlemen," a new song to Hongkong, which gained a hearty recall; and Mr. Worcester's topical verses on the water-supply and the Public Works Department were clever. Of the orchestral numbers, though all were good and the *Tannhauser* March particularly so, we most appreciated the "Légende" (Weinivski) with Mrs. Ough as the solo violin; it is a difficult matter to get together, even in a place like Hongkong, an amateur orchestra; it is an ambitious selection such as this "Légende," and Mr. Grimble is to be congratulated on the efficient accompaniment to Mrs. Ough's solo, which was not once overpowered by the large number of instruments playing against it. We shall look forward to hearing this piece again. A very pretty solo solo by Mr. Anderson was also greatly appreciated; and the "Salut d'Amour" with which the orchestra brought the concert to a close was very well played. Other vocalists of the evening were Messrs. Whittick, Torrill, and Heckford (who was recalled), and Mr. Goldring sang Marzials' "My Love Has Come," which was enthusiastically encored, as was the duet by Messrs. C. H. Lammert and Ball.

Although Volunteers are to be congratulated on a distinct success, and that too at a time of year when the weather is not to be depended upon. There is too little music in Hongkong for the talent and energy there is in the Colony, and all lovers of music will look forward to further results of Thursday's gathering. We hear rumours that the Choral and Philharmonic Society is to be reconstituted and sincerely hope that it is true and that Hongkong will not have to depend solely on travelling companies during the next season for music.

IN THE STOCKS.

The unusual spectacle of a Chinaman sitting in the stocks was witnessed in Queen's Road Central yesterday opposite Messrs. Gaup's premises, and drew large crowds of natives, who displayed as little sympathy for the object of their regard as he deserved. He was the man who stole Miss Berkeley's purse in the street on the previous day, and the offence of which he was guilty, with the sentence passed upon him, was set forth in Chinese characters on a placard which he held in front of him. Such an exemplary way of dealing with those street thieves should go far towards teaching them the lesson they require.

SUPREME COURT.

Friday, 17th July.

IN ADMIRALTY JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE) AND CAPTAIN E. BERTHAM, S.S. "TARTAR" (ASSESSOR).

KWOK PO E. S.S. "RUBI."

Judgment was given in this action of damages arising out of a collision between the *Sun Kwong Hop* fishing-junk, No. H. 2141, and the s.s. *Rubi* in the Lema Channel near Putoy Island on 9th February, 1903. Mr. M. W. Slade, barrister-at-law (instructed by Mr. H. J. Gedge of Messrs. Johnson, Stokes & Master, solicitors), appeared for the plaintiffs; and Mr. E. H. Sharp, K.C., barrister-at-law (instructed by Mr. H. W. Looker of Messrs. Denoon & Hastings, solicitors), was for the defendants.

His Lordship said—This is an action brought on behalf of the owners of the fishing junk, *Sun Kwong Hop*, a junk of some 60 tons, against the China and Manila steamship *Rubi*, for damages for a collision which occurred about 3.30 or a little later, on the morning of the 9th February, 1903, between Putoy and the Lema Islands. The collision resulted in the loss of the junk and the death, by drowning, of several of the persons on board. At the time of the occurrence the *Rubi* was on her way to Hongkong from Manila, and the junk, which had come from Macao, and had reached Chung Chiu Island, about seven o'clock the previous evening, was proceeding leisurely on a south-east course from Putoy Island towards the fishing-grounds off Lema Island, intending to fish about daylight. It seems that at the time of the collision, the captain of the *Rubi* was on the lower bridge deck tending his glasses and looking out for junks. The second officer (now the first officer) was on the upper bridge, and he was keeping a careful lookout, and standing near the man at the wheel, and there was a look-out man, a Chinese, Wong Kow, who has been for 15 months on the *Rubi*, stationed in the bows. All these three witnesses state that they first saw the junk's light when the junk was a trifle on the starboard bow and only the steamer's length, viz., about 30 feet, distant. She was then crossing the bow at an oblique angle towards the S. E. In the circumstances the captain did all that was possible, reversed the engines and put the helm hard astarboard, orders which were very promptly carried out. Unfortunately, however, the junk did not get clear, but struck the steamer on the port bow, 10 or 12 feet from the *Rubi*'s stem, and the after-part of the junk got knocked away, with the result that she shortly after became a total loss. The steamer people did all they could after the collision. It was very dark and eventually the survivors on the junk were picked up by some fisherman. Two important questions arise—(1) Did the collision occur within the territorial waters of the Colony, or outside them? (2) Had the junk a light of such a character as to be visible at a reasonably distance, it being admitted that she did not carry the regulation side-lights? As regards the question where the collision occurred it seems that at nine minutes past three a.m. off North-East Head (Tankou Island) the captain fixed his position at a point; the three bearings of which were Waglan N. 39 deg. W. and North-East Head S. 30 deg. W. and at that point he changed his direction to a course W. by N. Such a course would not take him within 15 miles of Putoy Island. The collision occurred while he was pursuing that course, and at, or shortly after, 3.30 a.m. what tide there was in the steamer's favour and the fresh east or north-east wind would have accelerated the *Rubi*'s speed, which was steaming roughly 10 knots. A calculation based on these data would place the point of collision at about 12 miles to the southward of Putoy. It is true that, in the official log, the entry relating to the supposed locality of the collision makes the bearing of Waglan N.E. 2 E. My assessor and myself are satisfied that the entry ought to have read N.E. 2 N., and we accept the explanation offered as to how this mistake arose, corroborated as it is by the position placed in the chart a few minutes after the collision by the master. My assessor is therefore of opinion that the *Rubi* at the time of the collision was at least 12 miles south of Putoy and I certainly concur in that view. The southern boundary of the waters of the Colony appears to be 22 1/2 deg. I therefore decide that this collision occurred outside the territorial waters of the Colony. The case would, therefore, appear to be within the terms of the Junks (Collision) Ordinance, 1902, the third section of which is as follows:—

"Where in any action brought in any Court in the Colony in respect of a collision occurring between sunset and sunrise, outside the territorial waters of this Colony, between a junk and a ship, it is proved to such Court that either such junk or such ship has failed in fact to comply with all or any of the rules concerning lights contained in the International Collision Regulations, the junk or the ship which has so failed to comply with such rules or rule shall be deemed to be in fault unless it is shown to the satisfaction of the Court that the circumstances of the case made non-compliance with such rules or rule necessary." This section is enacted in pursuance of the policy of the preamble which reads as follows:—Whereas it is expedient that a junk which does not comply with the International Collision Regulations concerning lights, and thereby occasions a collision outside the waters of this Colony with a vessel bound to comply with such regulations, should not in the event of litigation in the Courts of this Colony in respect of such collision, be in a more advantageous position than such vessel. But even if the Ordinance had not been passed

it is clear that a junk must carry such a light as to be visible at a reasonable distance, otherwise on a dark night a collision with a steamer might occur without any negligence on the part of those navigating such steam vessel. In the present case the plaintiffs say they had such a light and that the negligence consisted in those on board the steamer not observing it till it was close by and collision inevitable. After carefully considering the evidence given on both sides, I am quite clear that both the captain and second officer were carefully looking out. They had already on other craft and passed them safely, and long before they had slightly, temporarily, altered the ship's course to avoid a junk. They were, therefore, specially on the look-out for junks, the lights of some of which they could see a mile or two off. It appears to me, therefore, incredible that the look-out man, the captain, and the second officer should have, none of them, seen the light of the junk until it was only a ship's length off and then all have seen it practically together, if it had been plainly visible all the time as a bright white light ought to have been. The decision I have already given as to the locality of the collision disposes of the contention of the plaintiffs' counsel that the captain and second officer had their attention attracted at the time by the unexpectedly close proximity of Putoi Island. Judgement must, therefore, be for the defendants with costs.

POLICE COURT.

Friday, 17th July.

BEFORE MR. T. SERCOMBE SMITH
(POLICE MAGISTRATE).

AN ALIBI PROVIDED.

The mess cook at Murray Barracks who was sentenced to six months imprisonment on Monday for the larceny of a silver cigarette case, a metal wristlet watch, and \$10 in money, the property of one of the officers of the Derbyshire Regiment, and whose case was reheard on the application of Mr. J. D. Thomson, solicitor, was discharged, the rebutting evidence raising reasonable doubt in the mind of his Worship as to the guilt of the accused.

The case for the prosecution rested entirely on the evidence of the pawnbroker with whom the defendant was alleged to have pawned the watch. This man picked out the prisoner at the Central Police Station from amongst a row of other Chinamen, and stated in the Police Court that he pawned the watch at seven o'clock last Sunday morning.

Sergeant Kingsmill, called by Mr. Thomson, deposed that he saw the defendant at work in the mess-room at the time mentioned, and this evidence was corroborated by the head mess-room cook, who declared that he awakened the defendant at a quarter to seven o'clock on Sunday morning and set him to his duties, which kept him occupied till eight o'clock, when he went out and bought the daily supply of rice.

Mr. Thomson was prepared to call other three witnesses for the defence, but his Worship decided that it was unnecessary to hear them, and discharged the defendant.

POST OFFICE CASE.

A Chinese clerk at the General Post Office, who was formerly employed at the Magistracy, was charged on remand with opening correspondence the property of the Postmaster. He pleaded not guilty, and was defended by Mr. Hastings, solicitor.

The case for the prosecution was that the defendant tore the wrapper off an evening paper addressed to Manila, and read the paper. In the defence, evidence was called to show that the wrapper was already torn off, and that the defendant drew attention to the fact by asking who had done it. It was not denied that he read the newspaper.

Mr. Hastings submitted that the prosecution had not proved their case. The defendant had not opened correspondence, but had simply perused a newspaper the cover of which had been torn off. That might have been a breach of discipline, but it was no offence under the Ordinance; besides, Mr. Hastings said, he had been told it was the custom in the Post Office for employees to read newspapers which had lost their wrappers. Another fact worth consideration was that had feeling existed between the Chinese and Portuguese employees in the Post Office, the places of several Portuguese who had resigned having been taken by Chinese.

His Worship convicted the defendant and sentenced him to a month's hard labour.

PURSE-SNATCHING CASE.

The Chinaman who snatched Miss Berkeley's purse from her hand in Queen's Road Central on Thursday afternoon, as reported in our issue of yesterday morning, was placed in the dock and the case against him proceeded with. The Hon. Sir H. S. Berkeley, Attorney-General, was present in Court with the two Misses Berkeley.

Evidence having been heard, his Worship sentenced the defendant to two hours' exposure in the stocks that afternoon at the place where the offence was committed, this punishment to be followed by six months' imprisonment with hard labour and a whipping of twenty strokes.

CHURCH SERVICES.

S. JOHN'S CATHEDRAL.

19th July, 6th Sunday after Trinity.

Holy Communion (7.30 a.m.)

Matins (11 a.m.)

Responses, Psalms, Old Melody, Lawes and King; Te Deum and Jubilate, Calkins in D; Hymn, 106.

Holy Communion (12 noon.)

Kyrie, Schubert in E flat; Hymns, 235 and 191.

Evangelion (5.45 p.m.)

Responses, Psalms, Russell, Battisbill and Hayes; Magnificat, Hayes in E (13th E); Nunc Dimittis, Kimball in E flat (16th M); Hymns, 178, 280, and 232; Vesper Hymn, Ward (No. 1).

CORRESPONDENCE.

THE CHINESE AND THE NEW ORDINANCE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 17th July.

SIR,—In reference to the article published in your Chinese issue, the translation of which appeared in your columns this morning, I beg to forward you a free translation of a Chinese letter sent to the Editor of your Chinese issue in reply to his editorial remarks. I agree with him that the new Public Health and Buildings Ordinance must be modified so as to relieve the serious hardship now inflicted on my compatriots. But in justice to the Chinese members of the Legislative Council and Sanitary Board I should say they have done their best in acquainting the Chinese Community with the requirements of the Ordinance. Please insert the translation and oblige—Yours, etc.,

A CHINAMAN.

(Translation.)

TO THE EDITOR OF THE "CHUNG HOI YAN PO."

Hongkong, 16th July.

SIR,—One could not help feeling amused in reading the "appeal for mercy" published in your paper yesterday. I do not think the article emanated from you, for an editor before he writes on any subject must gather facts by making enquiries and ascertain if the information given is correct or if he would merely make himself ridiculous should he speak at random. His arguments could not be taken as fair. How the new Public Health and Building Ordinance was introduced, when it was enforced, and whether the Chinese representatives had opposed it or not, were all well known for the last two years. Every paper is responsible for the news it publishes; why did you speak as if you were in a dream? The Sanitary Board has authority to make laws, which are made by the Legislative Council. Only those laws governing "the public health and sanitation are trusted to the Sanitary Board to carry out. The Ordinance was introduced two years ago. It was the outcome of a petition signed by the European community and a few Chinese, complaining of the insanitary state of the Colony, overcrowding, and prevalence of infectious diseases, and requesting the home Government to appoint men to make the necessary investigations. Consequently, civil engineers and a doctor were sent out. The result of their investigations was the introduction of the Ordinance. When in its bill form, the Ordinance was published in all the English journals, and translated into Chinese and published by the *Universal Herald*. When it was discussed by the Sanitary Board, Mr. Lau Chu Pak strongly opposed it, and he had the Chinese Commercial Union to invite the land-owners and the Kaifong to meet and express their views thereon. But very few came to the meetings. The Chinese behaved like those scratching their legs with beads on. Finally it was decided by those who came to engage counsel to lay their views before the Government. Thereupon, Messrs. Chan Kaig Yu, Ho Tai Shang, and others raised more than \$2,000 to pay the expenses, and engaged Dr. Ho Kai to represent the case to the Government. Dr. Ho Kai is himself a member of the Legislative Council, and he knew what to say. The bill was more drastic than the present Ordinance. Many modifications had been made after the representation. Not only did the Chinese engage counsel, but the European community also engaged Mr. Pollock to appeal on their behalf. Not until the beginning of this year was the bill turned into law. It was then duly advertised in the *Gazette*, that from May 1st the law would be enforced, commencing from the No. 3 Health District bounded on the East by Graham Street, and on the west by Shing Wong Street, and therefrom gradually extending to the other districts. Messrs. Fung Wa Chun and Lau Chu Pak had the two sections concerning overcrowding and cubicles translated into Chinese and freely advertised through the *Tung Wa* Hospital. When the date for the enforcement of the law was approaching near, a confidential meeting was held by the Sanitary Board to discuss the advisability of enforcing the law. Messrs. Fung Wa Chun and Lau Chu Pak again opposed, but they were overruled by a majority. It was said that though the notice had appeared so long in the *Gazette*, not a word as to the unacceptability of the new Ordinance had been received from the Chinese. Sappers were then engaged to survey and measure the houses and notices served out. His Excellency the Governor, seeing the sad plight the Chinese would be reduced to, instructed the President of the Sanitary Board to invite the Chinese land-owners to meet him and make suggestions. But after two meetings nothing definite could be arrived at. Those who attended the meetings had nothing to suggest, but simply said "Impracticable." Ultimately an arrangement was canvassed at the Chinese Commercial Union and it was there decided to ask the Government to allow two cubicles on each floor, one at the rear and one in front, and also allow the space between the two cubicles to be used for sleeping purposes. A deputation led by Mr. Fung Wa Chun went to the Registrar-General's office to wait on the President of the Sanitary Board. Unsurprisingly before any discussion took place, Mr. Fung rose, saying that the appointment had letter be quashed, as he had just at that moment received a note from Messrs. Johnson, Stokes and Master on behalf of the Nam Pak, Kaa Pat and the Australian and Californian firms to the effect that the decision of the Chinese Commercial Union and what ever concessions the deputation might obtain would not be binding on them; etc. "As I have received such a note," said Mr. Fung, "I do not propose to go on with the meeting." So all those who attended dispersed. No steps have been taken since. Though the Government makes laws, yet it gives the people the privilege to appeal, if any law does not suit them. But the people must be of the same mind, and be sure of what they want. It won't do for any one section to growl after what has been done. I would refrain from contradicting you, if I had not thought that your incorrect statements would likely throw confusion on those who have the welfare of the Chinese at heart.—Yours, etc.,

FAIRPLAY.

LATEST STEAMER MOVEMENTS.

The O. & O. steamer *Gauche*, with mails, etc., from San Francisco to the 27th ult., via Honolulu, left Yokohama for this port yesterday, at daylight, via Island Sea, &c.The C.N. steamer *Twinan*, from Australian ports, left Manila yesterday, at daylight, and is expected here to-morrow, at 6 p.m.

THE HONGKONG GENERAL CHAMBER OF COMMERCE.

A monthly meeting of the General Committee of the Hongkong General Chamber of Commerce held in the Chamber Room, City Hall, on Tuesday, 7th July, 1903, at 3.45 p.m. Present: Mr. E. A. Hewitt (Chairman), Mr. D. R. Law (Vice-Chairman), Hon. C. W. Jackson, Messrs. C. Michelson, N. A. Siebs, J. R. Smith, H. E. Tomkins, R. C. Wilcox, A. G. Wood, and A. R. Lowe (Secretary). Absent: Hon. R. Sheehan (ex officio).

MINUTES.

The minutes of the last monthly meeting held on the 9th ultimo were read and confirmed.

NEW MEMBERS OF CHAMBER.

The Secretary reported that Messrs. Goddard and Douglas and Barretto & Co. had been elected to membership since the last meeting subject to the usual confirmation by the members at the next annual general meeting.

THE CURRENCY QUESTION.

Read letter, dated 25th ultimo, from the Shanghai General Chamber of Commerce, asking whether this Chamber would be prepared to join with theirs and that of 'Hienbin in a Memorial addressed to the Doyen of the Diplomatic Corps at Peking urging that the Chinese Government should have brought before it the imperative necessity of a remedy being found for the present unsatisfactory state of its currency and the desirability of its making immediate preparations for the introduction of an uniform national coinage preparatory to any scheme which might eventually be brought forward involving the introduction of a gold standard.

The draft Memorial drawn up by the Shanghai Chamber was discussed, and as the same practically followed the same lines which this Chamber intimated on the 12th ultimo to the Diplomatic Corps at Peking, it was thought desirable to present at this early stage of the question should the Committee decide to send a reply agreeing to join in the Memorial as drafted.

STEAMSHIP SUBSIDIES.

A copy of the report of the Select Committee of the House of Commons appointed to enquire into the subsidies to steamship companies and sailing vessels under Foreign Government and the effect thereby produced on British shipping, which had been forwarded by the Colonial Secretary for the information of the Chamber, was laid on the table.

OFFICIAL CODE VOCABULARY.

The CHAIRMAN said that with reference to the telegram sent on the 12th of May last a reply had been received informing his Chamber that the British Postmaster-General has agreed to bring the Chamber's protest against the proposed compulsory adoption of the vocabulary before the International Telegraph Conference, and that it was understood the British Postal authorities were also opposing its compulsory use.

PROHIBITION OF COOLIE IMMIGRATION IN SINGAPORE FROM HONGKONG.

The following letter was read:—
Chamber of Commerce,
Singapore, 12th June, 1903.

DEAR SIR,—I have the honour to enclose for the information of your Chamber copies of the following correspondence:—Letter from Colonial Secretary, dated the 11th inst. Reply thereto from the Chamber of Commerce, dated the 12th inst. In connection with the prohibition of immigration of coolies from Hongkong—of which you have doubtless received official notification—in consequence of the number of cases of plague that have recently occurred on board steamers arriving here with coolies from your port.

2. It will be observed that the Austrian steamer *Melpomene*, which arrived here on the 10th instant, reported three deaths from plague during the voyage, and that two cases of plague were found on board upon her arrival. Further, she was the fourth time recently that plague has been found on vessels from Hongkong.

3. While my Committee feel compelled to support the Government of this Colony in any responsible course taken to keep Singapore free from so dire a calamity as would be the introduction of plague among our community, still from the point of view of inter-trade between Hongkong and the colony, which the Chamber undoubtedly feels to be seriously regrettable. 4. The object of my committee has in directing me to communicate with you on this subject, is respectfully to enquire whether some means of an examination of Chinese passengers from Hongkong for Singapore could not be devised and put into practice of so much more stringent a nature as would be likely to reduce to a minimum the chances of plague cases occurring on the voyage or arriving here.

5. The last thing that Singapore would ever desire is to have quarantine or prohibition applying here to passengers arriving from Hongkong, and if any action on your side can be devised of reducing the risk of this to a minimum, it would not be less agreeable to us than we feel it would be to our neighbours and friends of Hongkong.

I have the honour to be, Sir, your obedient servant,

ALEX. GINN, Secretary.

The SECRETARY, Chamber of Commerce, Hongkong.

A long discussion followed, and it was decided to reply that the benefits to Hongkong from the coolie traffic with Singapore were only derived from the passage money, and they were not of a sufficiently remunerative nature to allow of any expense being incurred at this end. If therefore Chinese coolies were necessary in order to supply the labour-market in Singapore, it would doubtless be to the advantage of that Colony to found a segregation camp on one of the numerous islands near there where the coolies could be landed free of any further cost or delay to carrying steamers.

SUGAR CONVENTION.

Further preliminary papers forwarded by the Colonial Secretary relating to the ratification of the Brussels Sugar Convention were laid on the table.

STORM-WARNINGS.

The following correspondence was read:—
General Chamber of Commerce,
Hongkong, 25th June, 1903.

SIR,—I am directed to acknowledge the receipt of your letter of 21st ultimo intimating that His Excellency the Governor had decided to introduce at the Hongkong Observatory the flag system of weather signals for the information of shipmasters, similar to that in use at Shanghai, and that the present code system would be continued for the information of the local population.

The Committee of the Chamber desire me to convey their thanks to the Government for agreeing to institute this much needed reform in the system of weather signals.

In view, however, of the recommendation made by this Chamber in the report of the Sub-committee appointed to examine communications received from the shipping

community on this subject that symbols were more economical and easier to work than flags, were better understood by landmen, and the adoption of the code from the 37 special distance signals of the Commercial Code made it equally understood by the seafaring community, and that it was pointed out the signals could be increased, if found necessary, by further combinations of the three symbols employed or by similar signals displayed from the yard-arm, it seems to the Committee that under the latter suggestion 117 separate signals could be made, or more than those employed in the recently extended code at Shanghai, a copy of which is enclosed.

In supporting the adoption of a symbol code it may be mentioned that great weight was given to the argument brought forth in your letter of 31st July last, and also adhered to in your further letter of 10th September, 1902, that a flag system is well suited to local conditions on the ground that, in the calm weather usually prevailing, typhoons, such signals would often not be readily distinguishable; my Committee therefore respectfully suggest that the decision of His Excellency to adopt a flag system in preference to one of symbols may be reconsidered.

With regard to the disinclination shown to alter the present symbol signals because of the local junk population's familiarity with them, I am of opinion that this difficulty might easily be overcome by the publication and distribution amongst the junk and sampan population of a card showing only the few signals in their altered form necessary for local needs with a note that other signals shown are intended only for sea-going craft. This would, obviate the confusion in their minds which it is apparently thought might be occasioned on their being supplied with a copy of the whole code.

I am also directed to enquire whether His Excellency has favourably considered the suggestion suggested forward by the Chamber for the greater efficiency of the local Observatory by the establishing of additional signal stations, direct telephonic communication between the Observatory and the Harbour Office, Hainan observations, simultaneous daily telegraphic observations from other observatories, the supply of the latest instruments, and the publishing of any information offered by other observatories, which were contained in the special report enclosed in my letter of 13th January last and which suggestions my Committee trust have met with His Excellency's approval.—I have the, etc.,

A. R. LEWIS, Secretary.

The Hon. COLONIAL SECRETARY.

Colonial Secretary's Office, Hongkong, 2nd July, 1903.

SIR,—I am directed to inform you that the receipt of your letter of the 25th ultimo regarding the introduction of the flag system of weather signals, and to inform you that before giving his final decision in the matter His Excellency the Governor had carefully and anxiously considered the correspondence from the beginning, with every desire to meet the wish of the Chamber of Commerce and which the officials of the local Observatory and the Harbour Master consider practically superior to that adopted at Shanghai. His Excellency's ultimate decision was to add the flag signals as used at Shanghai as independent signals for the shipmasters who seem to desire them, leaving the present code system intact.

His Excellency's reasons for so doing was that in your letter of May 17th, 1902, you stated that your Committee were anxious for the adoption of the flag signals on the ground that flag signals as used at Shanghai were the best in the world. In the *Far East*. In your letter of the 25th August, 1902, you re-peated that the flag code "has for a number of years been in daily use in Shanghai, where it has given the greatest satisfaction to shipmasters frequenting the port"; you add that "the adoption of a flag signal service, which would be principally for the use of the foreign shipping in harbour, need not necessitate the abolition of the present drum, cone, and ball signals shown by H.M.S. *Zanzer* for the benefit of native shipping craft, and further pointed out that the code which was generally adopted by the German, Russian, and Chinese Governments along the coast of China.

His Excellency feels that on consideration your Chamber will acknowledge the inconvenience of unduly multiplying systems of typhoon warning, and therefore in declining to meet as far as His Excellency considered justifiable the wishes of your Chamber, His Excellency considered it preferable to add a code that has been declared by them to be satisfactory and that has been generally adopted over the coast of China rather than to introduce a new system different from that hitherto adopted in the *Far East*.

I shall address you further regarding the points raised in the last paragraph of your letter under acknowledgment.—I have the honour to be, Sir, your obedient servant,

F. H. MAY, Colonial Secretary.

The CHAIRMAN said that as the Government had definitely decided not to introduce an extensive symbol system for weather signals, it would be necessary to let the matter rest until sufficient time had elapsed to enable the new flag system to receive a fair trial.

JUNKS FLYING FOREIGN FLAGS IN ORDER TO EVADE PAYMENT OF CHINA PEE TAX.

The SECRETARY reported that in answer to the Chamber's letter of enquiry the Government had replied on the 29th ultimo to the effect that the practice of refusing licences to those junk flying foreign flags would be continued. It was, after some discussion, decided to make further representations to the Government on this subject.

NEW C.P.R. STEAMSHIP SERVICE.

Mr. D. E. Brown, general agent for China, Japan and India of the Canadian Pacific Railway Co.'s Royal Mail Steamship Line, sends us a circular announcing the establishment of a new Canadian-Pacific Atlantic steamship service direct between Canadian ports and Liverpool. The Company having acquired the fleet comprising 14 steamships of the Liverpool, Bristol and London services from Messrs. Elder, Dempster & Co., their own Liverpool direct passenger service is now in operation from Montreal and Quebec, via the famous St. Lawrence River route, the passenger fleet comprising the new vessels *Lake Manitoba*, *Lake Winnipeg*, *Lake Erie*, and *Lake Michigan*, which have twin screws and side keels and have been specially built and fitted for this service. These steamers sail from Montreal (summer only) every Thursday at daylight, passengers embarking on Wednesday evening any time after 8 p.m. and from Quebec about 3 p.m. on Thursdays, on arrival of C.P.R. express train; from St. John, N.B. (winter only) every Saturday on arrival of C.P.R. express train. The west-bound sailings are from Liverpool every Tuesday.

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS

EASTMAN'S KODAKS, FILMS AND ACCESSORIES,

DEVELOPING AND PRINTING UNDERTAKEN

A. CHEE & CO.,

17A, QUEEN'S ROAD, HONGKONG.

LATE TELEGRAMS.

(VIA JAPAN AND SHANGHAI.)

JAPAN AND RUSSIA.

London, 3rd July.
The *Cologne Gazette* publishes a St. Petersburg despatch accusing Japan of continuously inciting hostilities on the part of the people in Manchuria against Russia and likewise of supplying large quantities of weapons and munitions of war to China.

London, 4th July.
The Russian military manoeuvres at Warsaw have been abandoned in consequence of the necessity of testing the capacities of the Siberian Railway in the transportation of troops. Two composite Brigades comprising Infantry, Cavalry, and Artillery are being transferred to the Far East from Western Russia. A frontier Regiment of Infantry entrained at Kharkoff yesterday.

London, 11th July.
The *Frankfurter organ*, the *Zeit*, quotes the *Nichols Shimshu* announcement of an Anglo-Japanese Note to the Chinese Government demanding the evacuation of Manchuria. The *Scrit* adds that Russia must immediately prepare for eventualities.

Both the *Standard* and the *Globe* publish the terms of the Note and comment on it approvingly and in vigorous terms.

Berlin, 11th July.

Refuting the English Press, the *Norotte Fremde* states that as Japan is on friendly terms with all the Powers, she has decided to delay the construction of further large war vessels, and in consequence the proposed increase of her land-tax will not be pressed.—O. Lloyd.

THE POPE'S HEALTH.

London, 11th July.

It is feared that H. H. the Pope will not survive the third tapping operation which has become necessary.

Owing to the Pope's illness, the proposed visit of King Victor Emmanuel to Paris is postponed until September.—N.C.D.N.

THE TARIFF QUESTION.

London, 11th July.

The Duke of Devonshire, Lord President of the Council, has informed Lord Goschen that the Government will do its best to publish information about the tariff before the end of the session.—N.C.D.N.

THE CABINET CRISIS IN GREECE.

London, 13th July.

Mr. Kalli has formed a coalition Ministry in Greece with the aid of the followers of Mr. Delafanis.—N.C.D.N.

(VIA CYPRON.)

NORTHERN ASSURANCE CO.

We condense from the *Aberdeen Free Press* the following account of the annual meeting of the Northern Assurance Co., Fire and Life, held at the offices, Union Terrace, Aberdeen, on the 12th June.—The Chairman (Mr. G. J. Walker) in moving the adoption of the report, said that in the first department his predecessors had at the last two annual meetings had each the satisfaction of being able to report the highest amount of premiums then received in the history of the company. He had the same privilege, the income for the past year being £260,366, an increase of £107,433 on that of the previous year—a gratifying result. He went on to say that their policy had always been strength and solidity rather than size, or they might have reached the coveted million mark earlier. While premiums had thus increased, it was gratifying to be able to announce that the losses, in spite of larger income and increased risks, had actually decreased, being £170,336 against £230,834 in the previous year. The ratio for 1902 was the lowest experienced for the past twenty-five years. Passing to a review of the life department, the Chairman had to admit a decrease in policies. He concluded a long and interesting speech amid applause, by moving:—

1. That the report of the directors be adopted; 2. That the sum of £100,000 be transferred from the profit and loss account to Fire Reserve Fund; 3. That the sum of £10,000 be transferred from profit and loss account to Staff Pension Fund; 4. That a further dividend of £12 1/2 per cent. be paid to the shareholders, free of income tax, he had declared on account of the year 1902. Mr. Pirie seconded the resolution, which was unanimously adopted. A vote of thanks to the staff and agents, proposed by Mr. Macpherson, was carried with great unanimity, to which Mr. Wilson, the London manager replied in very suitable terms, adding that the Northern was represented in nearly every part of the civilised world and he was fully assured that wherever they had agents the company stood in the highest repute, and he was not only for its stability but for its strength and financial dealing. A hearty vote of thanks to the Chairman for his able conduct of the business, proposed by Sir David Stewart, brought the proceedings to a close.

THE QUARTER'S REVENUE.

London, 1st July.

The revenue returns for the quarter amount to £24,410,113, being a decrease of £299,108.

COUNTY CRICKET.

London, 1st July.

Surry beat Yorkshire by 145 runs, Essex by 87, Sussex by eight wickets. Worcestershire beat Hampshire by 91 runs. The match between Leicestershire and Notts was drawn.

[This makes the position of the leading counties:—Middlesex (6 games), 100 per cent.; Sussex (11), 60 per cent.; Lancashire (12), 42 per cent.; Notts (10), 33.32 per cent.; Yorkshire (12), 11.11 per cent.]

LAWN TENNIS CHAMPIONSHIPS.

London, 1st July.

The following is the result of the play for the Lawn Tennis Championship at Wimbledon:—

In the Ladies' Singles, Miss Dugdale beat Miss Ethel Thomson by 2 sets to 1. Miss Robb, the holder, did not defend the title. In the Men's Singles, Lawrence Doherty, the holder, beat Kinley, the challenger, 1 set to 3.

In the Doubles the Dohertys, ex-champions, beat Smith and Rissel, the holders, by 3 sets to nil.

RACING AT NEWMARKET.

Calcutta, 2nd July.

A London wire to the *Indian Field* says:—

The July Stakes at Newmarket was run on the 30th June, with the following result:—

Montem 2
Vergio 2
Clyde 2

Won by half a length. Betting: 2 to 1 on Montem. The owners of Montem and Vergio were not declared at the time of entry.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 17th July.

No improvement is yet visible in the general condition of our market, and there is again but little business to report.

BANKS.—Hongkong and Shanghai have been placed at 8630 and a small lot at 8635, and our closing quotation is steady at the latter rate. London has advanced to 263. 1/2. Subject to audit, the directors will recommend at the forthcoming meeting a dividend of 11. 10s. per share; add to reserve fund \$500,000; write off property amount \$200,000; and carry forward about \$1,425,000. Nationals are unchanged and without business.

MARINE INSURANCES.—Unions can be placed at \$500. China Traders have sold, and are wanted at \$3. Yangtzes are wanted in small lots at \$135. Cantons are quiet at \$130.

FIRE INSURANCES.—Hongkongs are neglected at \$390. Chinas have sold at \$85 and can now be placed in small lots at \$86.

SHIPPING.—Hongkong, Canton and Amoy have been freely enquired for, and a fair amount of business has been booked at \$334, which rate is a few more shares are still procurable. Indo-China advanced during the earlier part of the week to \$39 and \$39 1/2, but an easier tone has since set in and we close with sellers at \$39. China and Manila have dropped to \$21 (old) and \$16 (new), with sales of the old issue and probable further buyers at the rate.

Douglases have again been booked at \$404. Star Ferries continue in request at \$27 and \$17 for the old and new issues respectively. Shell

Trans. ports have sold and are in further request at \$1. 2s. 6d.

RAFFINERIES.—China Sugars have declined to \$95 sellers. Lurons are still in request at \$10.

MINING.—Panjoms have been booked at the reduced rate of \$2.30 and a few more shares are probably obtainable at \$1 figure. We have no other changes or business to report under this head.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have firm up, and after sales at \$215 \$214 and \$216, are in further demand at the latter rate, with no shares obtainable under \$217. Hongkong and Kowloon Wharves have sold at \$88 and \$88 1/2, and close firm with buyers at \$88. New Amoy Docks are in

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 13th August.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 20th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 26th August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"TYDEUS"	On 18th August.
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 26th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"MOYUNE"	On 15th September.
MARSEILLES, LONDON and ANTWERP	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.

TRANS-PACIFIC SERVICE.
STEAMER TO SAIL
VICTORIA, SEATTLE, TACOMA, and
ALL PACIFIC COAST PORTS, VIA
NAGASAKI, KOBÉ, and YOKOHAMA.
The s.s. "PELEUS" left Shanghai on the 15th inst. a.m., for Foochow, and is due here on the 20th inst.
The s.s. "KEEMUN" left Victoria (B.C.) on the 26th ult. for Kobe and Hongkong.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 18th July, 1903. [10-12]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	On 18th July.
KOBE	"TSINAN"	On 25th July.
URU and ILOILO	"KAIFONG"	On 27th July.
MANILA	"TAIYUAN"	On 27th July.
POINT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"SUNGKIANG"	On 29th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table, A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 17th July, 1903. [11]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY.	SPEED.	PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.		
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.		
PROPOSED SAILINGS FROM HONGKONG.		
(SUBJECT TO ALTERATION).		
		1903
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 22nd July.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 5th Aug.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 12th Aug.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 26th Aug.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 23rd Sept.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 7th Oct.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 21st Oct.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 4th Nov.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 18th Nov.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 16th Dec.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 30th Dec.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the narrow INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unrivaled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. B. BROWN, General Agent,
Paddy Street.

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.
REDUCED SALOON PASSAGE
MONEY.

SINGLE, \$20; RETURN, \$35.
STEAMERS FITTED THROUGHOUT WITH
ELECTRIC LIGHT. FIRST CLASS ACCOM-
MODATION. UNRIVALLED TABLE. DULY
QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 4th July, 1903. [1964]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"
551 Tons, Captain A. Murphy, will leave for
Canton at 8 P.M. on SUNDAYS, TUES-
DAYS, and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1
each.
Cargo Freight very moderate.

J. TREVOUX & CO.,
No. 129, Cornmarket Road Central.
Hongkong, 30th June, 1903. [1751]

REGULAR STEAMSHIP SERVICE TO
NEW YORK VIA PORTS AND SUEZ
CANAL.
(With liberty to call at Philippine Ports.)

THE Steamship
"KENNEBEC"
will be despatched as above on or about the
25th instant.
For Freight and further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department,
Agents.
Hongkong, 3rd July, 1903. [1915]

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.
THE Steamship
"VERONA," Captain Spiesen,
will be despatched as above on or about
SATURDAY, the 25th JULY; to be followed
by the Steamship
"BARON DRIESEN," Captain Laurent,
on or about THURSDAY, the 20th AUGUST;
to be followed by the s.s. "NORDKYN"
later.

For Freight, &c., apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 16th July, 1903. [1883]

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.

NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
CALCUTTA, DIBOUT, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX.

ALSO
PORTS OF BRAZIL AND RIVER PLATE.
ON TUESDAY, the 23rd July, 1903, at
11 A.M., the Company's Steamship
"POLYNESIE," Captain Duchateau, with
Mails, Passengers, Specie and Cargo, will leave
this Port for MARSEILLES via Ports of Call,
WITHOUT TRANSIT.

Cargo and Specie will be registered for
London as well as for Marseilles, and accepted in
transit through Marseilles for the principal
Ports of Europe.

Shipping Orders will be granted till Noon
only on Monday, the 27th July. Specie and
Parcels received until 4 P.M. on the same day.
No Cargo will be received on board on Tuesday.
Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 15th July, 1903. [2]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
Ports, and taking through Cargo to ADE-
LAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"AUSTRALIAN,"
Captain W. G. MacArthur, will be despatched
as above on WEDNESDAY, the 29th inst., at
Noon.

This well-known Steamer is specially fitted
for Passengers and has a refrigerating cham-
ber, which ensures the supply of fresh pro-
visions, ice, &c., throughout the voyage.
The Steamer is installed throughout with
the electric light.

A stewardess and a duly qualified surgeon
are carried.
N.B.—To assure the additional comfort of
passenger, the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 3rd July 1903. [1912]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain Samuel Bell Smith.
DAILY Departure from Hongkong to
Macao at 7.30 A.M., from Macao to
Hongkong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant),
\$3; return ticket, \$5.
2nd Class, \$1.50; return ticket, \$2.50.
3rd Class, \$1.
Stevedore, \$0.50.

Superior cabin accommodation.
Wharf in Hongkong, opposite Central
Market; at Macao, C. M. S. N. Company's
Wharf.

For Freight, &c., apply to—
SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, 29th April, 1903. [184]

NATAL LINE OF STEAMERS.

THE undersigned GENERAL AGENTS
in CHINA and JAPAN, for the Natal Line
of Steamships, to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
[1903]

BEKANNTMACHUNG.

DIE BEKANNTMACHUNGEN aus
dem diesseitigen Handelsregister, sowie
andere gesetzlich vorgeschriebene Veröffent-
lichungen werden im Jahre 1903 durch den
"OSTASIATISCHEN LEXIKON" und die "HONG-
KONG DAILY PRESS" erfolgen.
Sertan, den 19. December 1902.
DER KAISERLICH DEUTSCHE KONSUL, v. I.
3425. KRAUSE.

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS at the OUTPOSTS.
A COMPREHENSIVE AND COMPLETE RECORD
OF THE

NEWS OF THE FAR EAST
is given in the
"HONGKONG WEEKLY PRESS,"
with which is incorporated
"THE CHINA OVERLAND TRADE REPORT."

Subscription, if paid in advance, \$12 per annum.
Postage to any part of the World \$2.

NOTICE.

WE have, from the 1st inst., bought over
the Millinery and Drapery business
belonging to the late E. MANECKIEE, and
now we are NOT RESPONSIBLE for any
CLAIMS against the late proprietor.
BEJONJEE & CO.,
Hongkong, 15th July, 1903. [2932]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-
BOAT CO., LD., is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Cannon Road.
Hongkong, 15th June, 1903. [1763]

QUAN WAH & CO.,
[GRANITE MERCHANT CONTRACTORS.
Dealers in
MARBLE and GRANITE
MONUMENTS.
No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application.
All descriptions of Granite for Export.
Hongkong, 17th October, 1902. [2047]

THE
POLITICAL OBSTACLES
TO
MISSIONARY SUCCESS IN CHINA.

LECTURE
BY ALEXANDER MICHIE.
PRICE 25 CENTS CASH.
On Sale at "HONGKONG DAILY
PRESS" Office and Local Newsagents.
Hongkong, 20th April, 1901. [1720]

VIEWS OF HONGKONG
ON
ILLUSTRATED POST CARDS
Coloured, White and Grey.
For Sale at GRAVE & CO.'S Stall at
Hongkong Horse Bazaar.

Used and Unused Foreign and Colonial
POSTAGE STAMPS
in Sets, Packets or Single. King Edward VII
Albums. Catalogues, Hinges, &c., &c., &c.
Inspection invited.
Hongkong, 14th June, 1903. [2011]

CHEONG SHING.
GENERAL EXPORTERS.
DEALERS IN
JEWELLERY, DIAMONDS, PEARLS,
PRECIOUS STONES, SILKS, IVORY
WARES, EMBROIDERIES AND
CHINESE CURIOS.
Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. GAUPP & Co.).
Hongkong, 16th May, 1903.

BUDWEISER
BEER
EXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.
ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.

LEADS IN OUTPUT AND
QUALITY.
This Beer is brewed of best Saazer Hops and
finest Barley Malt only, and warranted not
to contain Chemicals in any form.
The Beer is sterilized after being bottled, and
full mature age insures its fine condition in any
climate. Beautifully bright, seductively spark-
ling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1902. [37]

CARTRIDGES.
IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.

ELEY'S, SCHULTZE'S, AMBERITE
AND KYNOK'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 55SG. AIR GUNS and
AMMUNITION in Variety.
WM. SCHMIDT & CO.,
Hongkong, 28th November, 1902. [11]

NOW ON SALE.
DIRECTORY OF
PROTESTANT MISSIONARIES
IN
CHINA, JAPAN AND COREA
FOR 1903.
WITH ALPHABETICAL LIST.
88 PAGES, BOUND IN CLOTH AND
LETTERED, 81.
PAPER COVER, 60 Cents.
On Sale at
AMERICAN PRESBYTERIAN MISSION PRESS,
Shanghai.
Mr. EDWARD EVANS, Missionary Home,
Shanghai;
Messrs. KELLY & WALSH, LD., Hongkong;
Messrs. Y. BREWER & Co., Hongkong and
Shanghai;
YUKEN CHONG BOOK STORE, Swatow;
Messrs. A. S. WATSON & Co., Amoy;
Messrs. A. S. WATSON & Co., Foochow;
Messrs. H. BLOW & Co., Tientsin;
Messrs. HODGE & Co., "Seoul Press," Seoul;
"NAGASAKI PRESS" OFFICE, Nagasaki;
"KOBÉ CHRONICLE" OFFICE, Kōbe;
"THE DAILY PRESS" OFFICE, Hongkong; and
at the London Office, 131, Fleet Street.
Hongkong, 1st January, 1903.

KOWLOON EXTENSION.
A NEW MAP OF HONGKONG, KOW-
LOON and ADJACENT TERRI-
TORIES showing the Boundary under the
New Convention, with the Towns, Villages,
&c. Prepared from Authoritative Sources and
Printed in Colours. Price \$1.
To be had at Messrs. KELLY & WALSH, LD.,
W. BREWER & Co. or Daily Press Office.
Hongkong, 28th October, 1903.

THE AMERICAN SYSTEM.

DENTISTRY.
DR. M. H. CHAUN,
27, DES VŒUX ROAD CENTRAL HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 10th March, 1903. [1776]

RUINARI FERE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1903. [1054]

THE NEW FRENCH REMEDY
TRADE THERAPION MARK

This successful and highly popular remedy, used in the
Continental Hospitals by Ricord, Rostan, Jobert, Velpeau
and others, cures all the disorders to be sought in a
medicine of the kind, and surpasses everything hitherto
employed.

THERAPION No. 1 in a re-
markably short time, cures a few days only, removes all discharges from
the urinary organs, directly superseding infection, the use
of which does irreparable harm by laying the foundation of
neurotic and other serious diseases. In dysentery, pro-
trusion of the lower bowel, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.

THERAPION No. 2 for in-
flammatory affections of the blood, acuties, pimples, spots, blotches, pains and swell-
ings of the joints, secondary symptoms, gonorrhea, rheumatism,
and all diseases for which it has been too much a fashion
to employ mercury, iodoform, &c., to the destruction of
sufferers' teeth and ruin of health. This preparation
purifies the whole system through the blood, and thoroughly
eliminates every poisonous matter from the body.

THERAPION No. 3 for
nervous exhaustion, impaired vitality, sleeplessness, and all the
distressing consequences of early error, excess, residence in
hot, unhealthy climates, &c. It possesses surprising power
in restoring strength and vigor to the debilitated.

THERAPION No. 4 is sold by the pri-
mary Merchants throughout the world. It is the only medicine
of the kind, and the only one which is required
and, and above Trade Mark, which is a fac-
simile of word "THERAPION" as it appears on the British
Government Stamp (in white letters on a red ground)
affixed to every package by order of His Majesty's Hon.
Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & CO., LIMITED
Hongkong, China, and Manila. [118]

KEATING'S
POWDER

IS HARMLESS TO ANIMAL LIFE.
BUGS,
FLEAS,
MOTHS,
BEETLES,
MOSQUITOES,
FLIES,
FLEAS,
MOTHS,
BEETLES,
MOSQUITOES.

The genuine powder bears the autograph of
THOMAS KEATING. Sold in Tins and
Bottles only.

KEATING'S WORM TABLETS.
KEATING'S WORM TABLETS.
A PURELY VEGETABLE SWEETMEAT,
furnishing a most agreeable method of adminis-
tering the only certain remedy for INTESTINAL
or TUBERCULAR WORMS. It is perfectly safe and
mild, and is especially adapted for Children.
Sold in Bottles by all Druggists.
PROPRIETOR, THOMAS KEATING, LONDON. [9-2]

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A PURELY VEGETABLE SWEETMEAT,<

NOTICES TO CONSIGNEES

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON, PENANG AND SINGAPORE.

THE Company's Steamship

"LALPOORA" having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after Noon of the 18th inst. will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 16th July, 1903. [2048]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG" having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 18th inst. will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 14th July, 1903. [2023]

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Matapan*, and from Bordeaux ex s.s. *Ville de Rochefort*, in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, the 14th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 21st inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st inst., or they will not be recognised. All damaged packages will be examined on Tuesday, the 21st inst., at 3 p.m.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.

Hongkong, 14th July, 1903. [2]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP AND LONDON, VIA STRAITS.

THE Steamship

"MERIONETHSHIRE" Captain G. C. Cuny, having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All Claims for damage must be sent in before 25th inst., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 2.15 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEDDEN, TOMES & CO., Agents.

Hongkong, 15th July, 1903. [2014]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, SINGAPORE, COLOMBO AND SINGAPORE.

THE Company's Steamship

"AWA MARU" having arrived from the above ports. Consignees of general Cargo are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day, 15th inst.

Goods not cleared by the 2nd inst. will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 25th inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 15th July, 1903. [2042]

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ALEXIA" Captain Schonfeldt, having arrived from the above ports. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from along-side.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 15th inst.

Any Cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 p.m.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 15th July, 1903. [2037]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PIUM, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MARQUIS BACQUEHEM" having arrived. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo—From Trieste ex s.s. *Maria Teresa*, transhipped at Port Said.

From Venice ex s.s. *Veneta*, transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 22nd of July, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd of July will be subject to rent.

Bills of Lading will be countersigned by SANDELL, WIELER & CO., Agents.

Hongkong, 15th July, 1903. [3]

GENERAL AVERAGE. S.S. "PEKIN."

NOTICE IS HEREBY GIVEN to all concerned that the General Average Statement of the s.s. "PEKIN" consequent on the fire which occurred at Kobe on the 5th and 6th April, 1903, is being prepared at Yokohama by Mr. H. P. WADMAN, of the China Traders Insurance Co., Ltd.

E. A. HEWETT, Superintendent.

Peninsular and Oriental S. N. Co., Hongkong, 14th July, 1903. [2000]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

DHAWAR, Swedish barque, A. P. Larsson—Jardine, Matheson & Co.
KERTREBE, British 4-m. barque, T. E. Burch—Standard Oil Co.

DOCK No. 1 (AT TATEGAMI).

Extreme Length, 623 feet
Length on Blocks, 513
Width of Entrance on Top, 89
Width of Entrance on Bottom, 53
Water on Blocks at Spring Tide, 77
Water on Blocks at Spring Tide, 26

DOCK No. 2 (AT MUKAJIMA).

Extreme Length, 371 feet
Length on Blocks, 350
Width of Entrance on Top, 86
Width of Entrance on Bottom, 53
Water on Blocks at Spring Tide, 22
Water on Blocks at Spring Tide, 22

PATENT SLIP (AT KOSUKE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. 1877

"THE EAST OF ASIA."

(Published Quarterly.)

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The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price, \$1.50.

On Sale at "NORTH CHINA HERALD" and all leading Booksellers in the Far East.

Hongkong, 14th February, 1903.

R. J. REMEDIOS, DEALER.

39, WYNDHAM STREET, HONGKONG.

All be glad to send STAMPS on approval on any address on receipt of satisfactory reference.

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F. P. DANENBERG, Manager.

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Hir-Oes, Winter Stout, Strawberryade, utibee-Champagne, Orange Champagne, Hop Ale.

THE "ZAFIRO" CASE.

A MYSTERY "THE ZAFIRO" is now on sale. Copies may be obtained for cash, \$1 each, at the Office of the "Daily Press."

Hongkong, 19th May, 1903. [156]

ON SALE.

THE DIRECTORY AND CHRONICLE FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST FOR 1903.

THE FORTY-FIRST ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts, is set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume. The Directories and Descriptions are of

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Songchin, Hanoi, Haiphong, Tonkin, French Indo-China, Manila, Cebu, Singapore, Penang, Malacca, Batavia, Surabaya, Medan, Palembang, Sumatra, Java, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, French Indo-China, Malaya, Straits Settlements, Netherland India, Philippines, Japan, Korea, Manchuria, Siberia, Eastern Siberia, Vladivostok, Seoul, Pusan, Busan, Fusan, Chinnampo, Masampo, Songchin, Hanoi, Haiphong, Tonkin, French Indo-China, Manila, Cebu, Singapore, Penang, Malacca, Batavia, Surabaya, Medan, Palembang, Sumatra, Java, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, French Indo-China, Malaya, Straits Settlements, Netherland India, Philippines, Japan, Korea, Manchuria, Siberia, Eastern Siberia, Vladivostok, Seoul, Pusan, Busan, Fusan, Chinnampo, Masampo, Songchin, Hanoi, Haiphong, Tonkin, French Indo-China, Manila, Cebu, Singapore, Penang, Malacca, Batavia, Surabaya, Medan, Palembang, Sumatra, Java, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, French 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Tonkin, French Indo-China, Manila, Cebu, Singapore, Penang, Malacca, Batavia, Surabaya, Medan, Palembang, Sumatra, Java, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, French Indo-China, Malaya, Straits Settlements, Netherland India, Philippines, Japan, Korea, Manchuria, Siberia, Eastern Siberia, Vladivostok, Seoul, Pusan, Busan, Fusan, Chinnampo, Masampo, Songchin, Hanoi, Haiphong, Tonkin, French Indo-China, Manila, Cebu, Singapore, Penang, Malacca, Batavia, Surabaya, Medan, Palembang, Sumatra, Java, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, French Indo-China, Malaya, Straits Settlements, Netherland India, Philippines, Japan, Korea, Manchuria, Siberia, Eastern Siberia, Vladivostok, Seoul, Pusan, Busan, Fusan, Chinnampo, Masampo, Songchin, Hanoi, Haiphong, Tonkin, French Indo-China, Manila, Cebu, Singapore, Penang, Malacca, Batavia, Surabaya, Medan, Palembang, Sumatra, Java, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, French Indo-China, Malaya, Straits 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Philippines, Japan, Korea, Manchuria, Siberia, Eastern Siberia, Vladivostok, Seoul, Pusan, Busan, Fusan, Chinnampo, Masampo, Songchin, Hanoi, Haiphong, Tonkin, French Indo-China, Manila, Cebu, Singapore, Penang, Malacca, Batavia, Surabaya, Medan, Palembang, Sumatra, Java, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, French Indo-China, Malaya, Straits Settlements, Netherland India, Philippines, Japan, Korea, Manchuria, Siberia, Eastern Siberia, Vladivostok, Seoul, Pusan, Busan, Fusan, Chinnampo, Masampo, Songchin, Hanoi, Haiphong, Tonkin, French Indo-China, Manila, Cebu, Singapore, Penang, Malacca, Batavia, Surabaya, Medan, Palembang, Sumatra, Java, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, French Indo-China, Malaya, Straits Settlements, Netherland India, Philippines, Japan, Korea, Manchuria, Siberia, Eastern Siberia, Vladivostok, Seoul, Pusan, Busan, Fusan, Chinnampo, Masampo, Songchin, Hanoi, Haiphong, Tonkin, French Indo-China, Manila, Cebu, Singapore, Penang, Malacca, Batavia, Surabaya, Medan, Palembang, Sumatra, Java, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, French Indo-China, Malaya, Straits Settlements, Netherland India, Philippines, Japan, Korea, Manchuria, Siberia, Eastern Siberia, Vladivostok, Seoul, Pusan, Busan, Fusan, Chinnampo, Masampo, Songchin, Hanoi, Haiphong, Tonkin, French Indo-China, Manila, Cebu, Singapore, Penang, Malacca, Batavia, Surabaya, Medan, Palembang, Sumatra, Java, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, French Indo-China, Malaya, Straits Settlements, Netherland India, Philippines, Japan, Korea, Manchuria, Siberia, Eastern Siberia, Vladivostok, Seoul, Pusan, Busan, Fusan, Chinnampo, Masampo, Songchin, Hanoi, Haiphong, Tonkin, French Indo-China, Manila, Cebu, Singapore, Penang, Malacca, Batavia, Surabaya, Medan, Palembang, Sumatra, Java, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, French Indo-China, Malaya, Straits Settlements, Netherland India, Philippines, Japan, Korea, 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Masampo, Songchin, Hanoi, Haiphong, Tonkin, French Indo-China, Manila, Cebu, Singapore, Penang, Malacca, Batavia, Surabaya, Medan, Palembang, Sumatra, Java, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, French Indo-China, Malaya, Straits Settlements, Netherland India, Philippines, Japan, Korea, Manchuria, Siberia, Eastern Siberia, Vladivostok, Seoul, Pusan, Busan, Fusan, Chinnampo, Masampo, Songchin, Hanoi, Haiphong, Tonkin, French Indo-China, Manila, Cebu, Singapore, Penang, Malacca, Batavia, Surabaya, Medan, Palembang, Sumatra, Java, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, French Indo-China, Malaya, Straits Settlements, Netherland India, Philippines, Japan, Korea, Manchuria, Siberia, Eastern Siberia, Vladivostok, Seoul, Pusan, Busan, Fusan, Chinnampo, Masampo, Songchin, Hanoi, Haiphong, Tonkin, French Indo-China, Manila, Cebu, Singapore, Penang, Malacca, Batavia, Surabaya, Medan, Palembang, Sumatra, Java, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, 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Straits Settlements, Netherland India, Philippines, Japan, Korea, Manchuria, Siberia, Eastern Siberia, Vladivostok, Seoul, Pusan, Busan, Fusan, Chinnampo, Masampo, Songchin, Hanoi, Haiphong, Tonkin, French Indo-China, Manila, Cebu, Singapore, Penang, Malacca, Batavia, Surabaya, Medan, Palembang, Sumatra, Java, Borneo, Celebes, Siam, Laos, Cambodia, Annam, Tonkin, French Indo-China, Malaya, Straits Settlements, Netherland India, Philippines, Japan, Korea, Manchuria, Siberia, Eastern Siberia, Vladivostok, Seoul, Pusan, Busan, Fusan, Chinnampo, Masampo, Song